

To: House Federalism and Interstate Relations Committee

From: Jason Farkas

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My name is Jason Farkas, I reside in Perry Township in Lake County, Ohio. I want to relate a few incidents I've had with the inconsistent ways of E-Check.

In 2006 I had a 1987 Ford F-350 pickup with a 460 V-8 and 4-barrel carb fail E Check because of just a little higher than allowed Carbon Monoxide reading. To bring this reading down below the limit, I had to have the engine turned up, carb rebuilt and internal engine decarbonized by running solvent after solvent through the engine to break up carbon deposits that were harboring unburnt hydrocarbons. Total cost; \$475.00.

In 2007 I owned a 1989 Chevy 3500 3x3, 4-wheel drive, 454 engine with fuel injection. I took it E-Check with no check engine light on and they said they wouldn't test it because the Catalytic converter was missing. I bought the truck and did not realize someone previously had eliminated it. I asked if they would test it anyway and it passed the tailpipe test with flying colors, but failed because of the lack of a converter.

I went and had a converter installed at a cost of \$ 350.00, and took it back to E-Check to have it retested and it almost failed the tailpipe test because the readings doubled what they were before I had the Catalytic converter replaced. They did not have an explanation for me for that, but at least I got a pass.

Recently Nov. 2016 I have a 1994 Chevy Suburban with a small V-8 fuel injection with the check engine light on. I took it to the mechanic, found it had a broken OG Sensor and a code for EST, Electronic Spark Timing, which is part of the ignition module. I had them replaced only to still have the check engine light on. I took it to E-Check anyway, they ran it on the rollers with a tailpipe test and it passed with flying colors "with the check engine light" still on. I asked the facility operator what now? He said I'll give you a pass. Wow! No consistency with this E-Check program at all!!

Thank you for your time.